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1. Bau Bereichs Leitung I (Building Management I) (BBL I) of Bau Union Nord started the Ruegenhafen project with excavation work for the cement elevator plant which was urgently needed and, therefore, was given primary importance.¹ Earth work for the concrete block factory was making progress, although the only bulldozer available was under repair. A second bulldozer which had been requisitioned had not been received and a scraper or dragline had to be used instead.² The breakwater at the west mole of the outer harbor was completed but was not yet dammed up. On 16 April 1953, the pile drivers which had been used there, were transferred to the east mole to be set up and start driving operations there. The stone wall at the sheltering basin had reached a height of 1.5 meters above the water level except for a section about 80 meters from the beach, which was still quite low. As this gap could not be filled from the sea, it was planned to fill it from land by rail. Weddeort transshipment harbor could not yet be brought to the capacity scheduled, as only one of the four grabs was available and thus was unable to handle the unloading of ships smoothly. This harbor was not placed under the control of the Shipment Section by BBL I as had been planned.
2. Bau Bereichs Leitung II (BBL II) continued dredging operations in the canal. In mid-April, two dredges were in operation while two others were under repair and ten dumpers of Hungarian origin were working. Source doubted that the plan could be fulfilled, since twenty-one dumpers and one grab were not yet received.³ On 26 March 1953, BBL III was dissolved and pooled with BBL II and the former BBL superintendent was made subordinate to the BBL II superintendent as operating constructor. Object numbers 110/1100 through 121/1211 assigned to the two building districts remained unchanged.
3. VEB Tiefbau in Berlin constructed the road to the east mole which BBL I had started as object number 101/1012 and which required the excavation of 120,000 cubic meters of earth. The only excavator available, which had a daily capacity of 600 cubic meters, started work on 15 April 1953. Section 103 for floating dredge operations at BBL I was taken over by BBL IV and was given the object designation number 1322.

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4. Labor difficulties increased and were worsened by the enormous shortage of machinery. Source stated that there was no chance that the 1953 plan would be achieved. In April 1953, the number of convicts engaged in the operations was planned to be increased to 3,000, bringing the labor force to 7,000. In mid-April 1953, 3,400 civilian workers and 1,200 convicts were working. On 1 May 1953, the convicts were given a wage office of their own.
5. In mid-April 1953, it was planned to transfer the entire administration of Bau Union Nord to Lietzow which is located between Sagard and Bergen. The locations of the various BEL headquarters were still undetermined. The village of Glowe was evacuated in mid-April, and Breege and Juliusruh were scheduled to be evacuated soon.

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- 25X1A 1. Comment. The cement elevator is built under the supervision of section 104, EBL I, as object 1044.
- 25X1A 2. Comment. The construction of the concrete factory was previously reported.
- 25X1A 3. Comment. Information on building operations by EBL I, II, III, IV and the objects involved was previously submitted.
4. Comment. A list of the sections and building districts of Bau Union Nord was previously submitted.

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